



## MEMORANDUM

Date: As of March 3, 2014

To: Marine Advisory Committee

From: Charles Mopps, Project Manager

Subject: **February MSBU Project Update**

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**Ackerman Waterway:** Project is out to bid.

**Alligator Creek:** The Committee has requested that Engineering Services be sought to Engineer/Permit/Construction Manage the removal of the existing silt to the existing permitted conditions and pursue seeking permits to increase the depth of the Access/Main channel to -6ft MLW. IAW a recent survey, if maintained to existing conditions the approximate volume of dredge material to be removed is about 3,000 CY. The committee wishes to pursue both dredging to existing maintained depths (-5ft @ MLW) and seek a permit for an additional foot of depth with an approximate volume of 14,700 CY. Coastal has completed the engineering and permit submittal process for both projects. The permit applications for increasing the depth to -6ft MLW is under review by the agencies. The FDEP permit was received for the -5 maintenance dredge from the FDEP and is pending from the ACOE.

**Buena Vista Area Waterways:** This access channel project is complete. The Waterway Committee has requested that staff now focus on the lateral channels and up each of the interior canals 500ft to determine the amount of material needed to be removed to restore safe navigation. Staff has initiated the Request for Letters of Interest (RLI) process to obtain Engineering support to accomplish this project. Staff has reviewed the submittals and negotiations are underway to secure the Engineering firm.

**Edgewater North:** DMK was selected to perform the Survey and Provide estimates of quantities. To restore the system to -4 feet Mean Low Water, 41,000 cubic yards of material would need to be dredged. Estimated cost to complete the work would be \$1.4 Mil. To dredge to -5 feet MLW there would be an estimated 97,500 cubic yards to remove at a cost of about \$3.4 Mil. A mass mailing went out to all the citizens in that area to sequester their opinion on an increase to their tax to accomplish this project. Staff is awaiting guidance on how to proceed.

**Gulf Cove Waterways:** Maintenance dredging provides continued safe navigation for citizens who utilize the waterways. This project provides for engineering, design and permitting to dredge the lateral/access channels and 100 feet into the interior canals. The amount of material to be removed will be determined as engineering and design progresses. A Request for Letters of Interest was submitted to the Purchasing Department to begin the process of obtaining a qualified engineering firm.

**Harbour Heights:** A Request through purchasing has been initiated to retain Engineering services to Permit, Survey and Provide Construction Related Services for minor shoaling within the Harbor Heights Waterway System. The selected firm is Stantec is conducting surveys and processing the data to facilitate a permit submittal.

**Hayward Canals:** No active projects at this time.

**Manchester Waterway:** Manchester and Ackerman are pursuing survey and re-permitting of the access channel to maintenance dredge siltation from the Access and Main channel. The reviewer at National Marine Fisheries has conducted his review and it is pending signature from their administration and forward to ACOE. Upon receipt ACOE can issue their permit. A report from the Consultant (Johnson Engineering) has stated that this process is taking place now. The project is in the Bid Process.

**Northwest Port Charlotte:** All permit authorizations have been finalized for the project. The Board has approved the construction services scope of work. Marine Contracting Group out of Punta Gorda is the selected contractor. Due to severe cold fronts the contractor has been limited in their ability to dredge. The contractor requested and was granted a time extension; the new contract ending date is March 13, 2014. They are currently dredging the Mouths of the Venus and Cheshire waterways.

**Peace River Shores:** No active projects at this time.

**Pirate Harbor:** This project provides for engineering, design and permitting to dredge a 2300 feet access channel that was not covered under previous permitting. The amount of material to be removed will be determined as engineering and design progresses. This project was recommended and approved by the Pirate Harbor Waterway Advisory Committee. A Change Order to add this portion of the program to Coastal Engineering Consultants' contract has been submitted.

**Southbridge Waterway:** Project Complete.

**South Gulf Cove:** A Request for Letters of Interest was submitted to Purchasing to sequester an engineering firm to permit a Boat Turn Basin at the Harbor side portion of the Lock. This work was awarded to Johnson Engineering. Meetings with the permitting agencies have been conducted and the design is complete. The State Parks manager has accepted the placement of the Material at a Placida Location for future use. This will reduce the overall cost of hauling the material. The permit application is under review by the ACOE. The FDEP permit has been issued.

**Suncoast Waterway:** The Project was awarded to Marine Contracting Group of Punta Gorda. The Contractor is about 90% complete. The contractor has dredged all the channels and is in the process of fixing areas that did not meet the design specification, from the recent as-built survey.

**Stump Pass:**

Coastal Engineering continues with the Plan Formulation Phase for the next 10-Year Management Plan. Analyses of structural alternatives to compliment the beach and inlet management plans for the future project are underway. The BCC approved the continuation of the project and a flexible permit is being applied for to best manage Stump Pass and the neighboring beaches into the future. Coastal is in the process of concluding the data analysis and compiling the permit application. A pre-application meeting with the FDEP was scheduled for 31 October to streamline the permitting process by narrowing the focus of efforts. After reviewing the proposed alternatives, the Florida Park Service prefers a rock terminal groin sited as far south as practicable. Coastal Engineering Consultants will conduct modeling to determine how far south it can be placed to minimize impacts. The result of this modeling showed that reducing the height of the structure by 1.5ft did not affect the performance and decreased any negative impacts downstream of the structure. However, the State Park Service did not choose this as their desired configuration. They asked for a design that would increase the amount of sand placement upstream of the structure, but the modeling showed that this would be more costly and could have negative impacts on the down drift beaches and the pass itself. An additional Stakeholder meeting is scheduled March 5, 2014 to resolve the configuration of the engineered structure. Upon resolution, the permit application will be finalized and submitted.

**Dayboards:** Staff is continuing to replace non-reflective dayboards as needed.